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Correspondents must forward their names and
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The Daily Press.

HONGKONG, AUGUST 19TH 1909.

Nothing, in a general way, could appear to be more of an unqualified benefit to the world at large than improvements in the means of inter-communication. Upon every abstract consideration advances in this direction would seem to be one of the few things which can do nothing but good. As time, however, has gone on since the benefits of rapid inter-communication have come into play, we have begun to discover that, like all things mundane, they are not without some counterbalancing disadvantages. It is one thing for Europeans to have the means of getting to and from the East with facility, but quite another for the Chinese to be able to get to the West with equal ease. At this latter point, some doubts have naturally sprung up as to whether the improvements in steam navigation are so much a subject of congratulation as has generally been assumed, and there is room for further doubt as to the bearing of the change in the future. It was always wished that China should come not only into the comity of nations politically considered, but should be more intimately connected with foreigners in trade and in the ordinary pursuits of life. This process has been very much hastened by the improved means of inter-communication of modern times, and while we are still advocating the policy of bringing the Chinese and Europeans into

more intimate relations, the Chinese themselves are carrying it out—not precisely in the way in which we would desire to see it done—by turning up in any foreign country where it may appear to their advantage to do so. This, of course, does not appear to be in the proper order of things, and is being not unnaturally resented in the United States and in many of the British Colonies, where the attempt is made to check this rather too rapid advance of the Celestial by the imposition of poll taxes and at times by other and more severe action. In this course they are fairly justified, and no amount of argument will convince either the United States or the British Colonies to the contrary. They look upon such measures as merely a means of reasonable self-defence against undue competition in labour; and, under the circumstances that exist, few people can say they are not fairly justified in their view of the matter, however much it may militate against abstract theories as to free trade and free competition, in which, even in the present day, people have not entirely lost their faith. So far as the question affects China, it is manifest that no injustice is done by restricting the immigration of Chinese into foreign countries, seeing that the residence of foreign subjects is restricted in China. A country which has always adopted an exclusive policy towards foreigners can scarcely complain, as of late it has shown itself inclined to do, that a like policy is adopted with regard to her subjects, though in a different form. If America and the British Colonies keep out Chinamen by taxing them on arrival, China keeps out foreigners by Treaty, or rather, to speak more accurately, only admitted them into the country at all by Treaty—and considered it a very great concession even to do as much as that. With respect to Japan, her attitude towards Europeans is no doubt much more liberal than that of the Chinese; but, at the same time, no one would seriously say that Japanese in their country, that is, in such a way that absolute equality from other nations can be fairly claimed in return—so that, even with respect to the Japanese, some qualification as to their rights in other countries may not be unreasonable. The problem as to Asiatic immigration in various parts of the world is no doubt one of considerable complexity, but, at the same time, it is not one which is incapable of solution, if it be approached upon the right principle—which is absolutely that of reciprocity. It is against the ideas of liberal nations, and more especially of Great Britain, to do anything that can be considered to come within the line of class distinctions. The principle is no doubt sound, but, like all principles, it has its limits; and it is not applicable to people who diverge so widely as the average European and the average Asiatic. There is a manifest difference between a class distinction and a complete difference of race—and it is the latter that has to be dealt with in the solution of this problem. If the plain facts be taken as the basis of action, in place of general theories, there should be little difficulty in coming to a reasonable understanding on the subject. Of late this has become more recognised by both European and Asiatic nations, and the matter has been dealt with on both sides with much more temperance and common-sense than had been previously manifested. No one who considers the subject upon the actual facts can doubt that the immigration of Asiatics into America or European countries must be regulated in some way that will be fair to both sides, and cannot otherwise proceed without raising unnecessary and possibly even serious complications.

The English Mail of the 10th July was delivered in London on the 9th inst.

The P. & O. mail steamer brought to Hongkong her silver valued at £19,800.

The August criminal session fixed for yesterday was adjourned until to-day. The only case for trial is a charge of murder.

The Rev. M. Longridge, naval chaplain, who left Hongkong a few months ago, has been appointed to H.M.S. *Superb*.

Dr. McKee, of the Philippine quarantine service, who was stationed for a short while in Hongkong, will again take station at Mariveles.

News has been received at Foochow of the death of Mr. Schouisky, Russian Consul at that port, who appears to have died on the train while on the way home via Siberia.

Inspector Tansley placed the coxswain of the steam launch *Atalanta* before Mr. J. R. Wood at the Magistracy yesterday on a charge of failing to exhibit two masthead lights while towing another vessel between sunset and sunrise in the waters of the Colony. His Worship held that the defendant had committed no offence under the regulations, and discharged him.

For stealing a pair of shoes and some clothing from a dwelling at Kennedy Town Mr. F. A. Hazelard at the Magistracy yesterday sentenced a native to six weeks' imprisonment and six hours' stocks.

The fire insurance companies affected by the recent great fire in Osaka are stated to be paying all proved claims promptly in spite of their heavy losses, and are thus increasing their credit with the public.

The steamships *Soudan*, *Plasey*, and *Dongola*, owned by the P. and O. Company, have been chartered by the Admiralty for the ensuing season, the *Soudan* for the Imperial troping service, the *Plasey* and *Dongola* for Indian transport work.

It is reported, says the Singapore *Free Press*, that Penang will not be represented in the Straits and F. M. S. cricket team that is going to Hongkong, the reason being that they are unable to get away for the requisite length of time.

A native recently extradited from Macao was charged before Mr. J. R. Wood at the Magistracy yesterday with the larceny of a silver watch and a gold chain. He was found guilty and sentenced to three months' imprisonment with hard labour and four hours' stocks.

Seven more natives were charged before Mr. F. A. Hazelard at the Magistracy yesterday with trespassing in the Saiwan O market, near Shaikwan. The defendants were convicted, and each mulcted in the sum of \$15, the alternative being one month's imprisonment.

The hearing of the charge against a Inkong from Tsimshatsui Police Station of stealing the uniform of a comrade was concluded before Mr. J. R. Wood at the Magistracy yesterday. His Worship, after hearing the evidence, sentenced the defendant to fourteen days' imprisonment.

We note in the Service journals the appointment of Engineer-Commander F. W. Highton to the *Tamar*, as Chief Engineer of the Hongkong yard. This involves the early transfer of Captain Fielder, whose departure will be much regretted by the many friends he has made during his stay in the Colony.

H.M. Legation at Peking has reported that the Chinese Government have formally sanctioned an agreement for the working of certain gold mines in the vicinity of Jehol (province of Peohih) by a company, composed of Chinese and foreign shareholders, with a total subscribed capital of 800,000 taels.

The hearing of the adulterated brandy cases has been again postponed till Monday, the 30th instant. The Crown Solicitor is prosecuting on behalf of the Police. Mr. John Hastings appears for the Ty Shing and Chung Cheong, who hold grocer's licences, and Mr. Sydneyham Dixon represents Mrs. Meyer, of the Colonial Hotel.

A team from the Tsingtau Polo Club is due to arrive in Shanghai on Monday and will probably play a friendly game with the Shanghai Polo Club on Tuesday. It is announced that the Hongkong team cannot go to Shanghai as, owing to the ground having been closed for three months they were unable to practise and their ponies are not in condition.

The death is announced of Mr. Emil Levita, for 37 years on the board of the Chartered Bank of India, Australia, and China. Mr. Levita was gifted with an exceptionally pleasant and kindly personality, and made a wide circle of friends. He was 82 years of age and had never a day's illness until he had a slight stroke a few weeks before his death.

The Times of July 20th publishes a Special Supplement of eight pages, in which the new American Tariff is printed in full, and there are special articles describing the bearing of the new duties on the trade with several European countries, while its effect on British trade is outlined in a number of articles written by experts in the various lines of business chiefly affected.

The Chinese Foreign Office has notified the American Government, says the San Francisco *Chronicle*, that the appointment of Mr. Charles E. Crane as Minister to China will be highly acceptable. His confirmation will be rushed in the Senate. Nothing done by the present administration has caused so much favourable comment by business interests as the appointment of Mr. Crane to this vast field of commerce. The President is given credit for selecting a shrewd business man to see that the United States gets its share of the immense Chinese trade. Mr. Crane has such a wide commercial acquaintance that he will be able to meet the best men sent by other countries on even terms.

Sir John Anderson, Governor of the Straits Settlements, speaking at an agricultural show at Penang ten days ago, said: "I myself am an optimist in regard to rubber and a great many other things, and that optimism is founded on a firm belief in the intelligence and resources of my countrymen. I think it is the only thing which justifies the optimism because there is no doubt there are a great many dangers surrounding the agricultural industry of this country—dangers that are far more numerous than any of us have any idea of—but I feel assured that my countrymen will face that condition of things with the spirit and the courage that characterises them on such occasions, and that they will strive to make agriculture a permanent source of employment and riches to this country and the community."

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TELEGRAMS.

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DAILY PRESS"]NEW APPOINTMENT FOR SIR
MATHEW NATHAN.

LONDON, August 18th.

Sir Mathew Nathan (formerly Governor of Hongkong and latterly Governor of Natal) has been appointed Secretary of the General Post Office.

[This position has for many years been held by Sir H. Babington Smith, K.C.B., C.S.I. The salary attaching to the post is £1,750 rising to £2,000 per annum.]

THE BRITISH COLONIES AND
JAPAN.

LONDON, August 18th.

Reuter's Agency learns there is no truth in the reports that Australia and Canada combined at the Imperial Defence Conference in advocating naval schemes with special reference to Japan. The latter being an ally of Great Britain there was no question of the British dominions having to defend themselves against "the Japanese Peril." The suggestion above alluded to was entirely unfounded and mischievous.

NETHERLANDS INDIES.

THE NEW GOVERNOR

LONDON, August 18th.

A report from The Hague states that M. Idenburg has resigned his appointment as Minister for the Colonies and will shortly be appointed Governor of Netherlands India.

The new Minister is M. De Waal Malofijt.

DHINGRA EXECUTED.

LONDON, August 18th.

Dhingra Madar Lal, the Indian student who murdered Sir Curzon Wyllie and Dr. Lalacca, was executed yesterday in Pentonville prison.

TURKEY AND GREECE.

LONDON, August 18th.

Reuter's Smyrna correspondent reports that a Turkish Fleet of twelve units have left that port. It is reported that they have gone to Karpathos, where an Anti-Greek boycott has begun.

THE CRETAN PROBLEM.

LONDON, August 18th.

The international squadron consisting of two battleships and six cruisers anchored yesterday off Canea. At the request of the British Commander, who heads the squadron, the British Consul has notified the Government that the Greek flag was hauled down to-day.

IMPERIAL DEFENCE.

LONDON, August 18th.

The Canadian Scheme of military defence as agreed by the Imperial Defence Conference comprises acquiescence in the uniformity of the organisation, etcetera, like other overseas dominions, and that the nucleus of the Canadian Navy be commenced forthwith on both the Atlantic and Pacific coasts.

LOCAL SPORT.

WATER POLO SHIELD COMPETITION.

B.O.C. v. 88TH CO. R.G.A.

This match ended in a draw. The Boys scored one goal in the first half and in the second spell they added another, while the Artillery men also scored two. Result: B.O.C., 2 goals; 88th CO. R.G.A., 2.

Y.B.C. v. 83RD CO. R.G.A.

This was a very one-sided game, the home team winning by 12 goals to nil.

SUPREME COURT.

Wednesday, 18th August.

IN ORIGINAL JURISDICTION.

BEFORE THE FULL COURT.

HONGKONG MILLING COMPANY v. ARNHOLD,
KARBERG & CO.

The ninth day's session was reached yesterday in the action in which the Hongkong Milling Company, of which Mr. H. Percy Smith is liquidator, claimed \$100,000 from Arnhold, Karberg and Co. for damages, for alleged failure to supply an ice-making plant according to stated requirements. Sir Harry Berkeley, K.C., and Mr. M. W. Slade, instructed by Mr. John Hastings, appeared for plaintiffs, defendants being represented by Mr. MacNeill, from Shanghai, and Mr. G. C. Alabaster, instructed by Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon.

Mr. Slade summed up for the plaintiffs. He said that Jardine, Matheson and Co. might have been wrong in refusing the Milling Company's ice, and yet the plaintiffs might have been justified in refusing to accept the plant. Proceeding, he asked what was the meaning of "clear" in connection with ice. In the English language the word "clear" had many shades of meaning, and the precise meaning of the word differed with regard to the subject matter to which the adjective was applied. Not to take more remote instances, the word "clear" as applied to a colour or a jewel meant something quite different to "clear" as applied to glass. "Clear" as applied to colour meant not dim, not cloudy, not a muddy colour, or it might be brilliant. Certainly as applied to a jewel it undoubtedly meant brilliant and bright. As applied to glass it undoubtedly meant transparent. Clear glass that would be seen through without obstruction. It was right for the Court to admit evidence to show what "clear" meant in connection with ice. Did it mean, as his learned friends had intended, bright or sparkling, or did it mean, as they submitted, transparent clear in the same sense as applied to glass? Clear meant primarily something which is free from all obstruction, and fortunately the Court had a mass of uncontradicted testimony as to the meaning of the word clear. If the Court was going to pay regard to the weight of evidence and not to fanciful suggestions devoid of foundation, it was bound to hold that "clear" meant transparent—unobscured by opaque portions. On the question of clearness the whole matter resolved itself into a question of fact to be judged by the eye. Was the Milling Company's ice, size for size, as transparent as the Hongkong Company's ice? Were there more obstructions to a clear view through the Milling Company's ice than through a piece of similar size manufactured by the Hongkong Ice Company? Later, Mr. Slade said he was using the word "clear" as a term of art in regard to ice.

The Chief Justice—But you can't take a word of art to mean what it does not.

Mr. Slade—I beg your pardon. A dozen can mean thirteen and 100 can mean 120.

The Chief Justice—What I want to point out is that one class of young ice is clear.

Mr. Slade—It is as clear as some other ice which is produced.

The Chief Justice—Why?

Mr. Slade—It is slightly less clear because of minute hairlike streaks in it which are caused by the passage of air.

Later, Mr. Slade said—What I have endeavoured to point out is that the use of the word in this connection is in contradistinction to opaque. Taking it on the other line, to say clear means the opposite of cloudy is to limit the word in a way which is not justified. On the one hand you have a piece of ice the view through which is obstructed by a portion of its surface, you have another piece of ice the view through which is slightly obstructed by a number of fine opaque lines. The view through the Milling Company's ice was obstructed by a series of coarser lines. It was only a question of the lines which makes the difference between what your Lordship terms cloudiness and what I am terming obstructions to the view through the ice. A series of fine lines will give the effect of cloud. A series of coarser lines would give the appearance of a net. I ask your Lordships to adopt one of two meanings applied to the word clear. To make a mixture of the meaning, clear and its opposite cloudy, is to stretch the meaning of the word and attach two meanings where only one is intended.

Mr. Slade then submitted that their Lordships should hold to the wording of the agreement and not to verbal conversation or correspondence. The catalogue, he contended, should be read as an ordinary man would read it. Nothing was said in that catalogue about the ice having an opaque core. It was stated that the plant would produce clear ice, and on that understanding Mr. Rennie entered into a contract with Jardine, Matheson and Co. Mr. Slade further argued that they were entitled to general damages, including so much probable profit, and to special damages. He contended that law as a rule was sound on the subject of damages.

The Chief Justice—There is very seldom an appeal to common-sense, and perhaps you had better not carry it any further.

Mr. Slade—I am not suggesting your Lordships have not got common-sense. (Laughter.) I am only trying to provide your Lordships with facts upon which you can exercise it.

In conclusion, Mr. Slade said it had been remarked that they did not take the plant and run it to advantage, but why should they? Why should they take the risk of running it when it was not what they asked for?

The Chief Justice—The point was that you might have made large profits.

Mr. Slade—We should run the risk of the competition of the Ice Company, who would promptly drop their price half a cent and break us.

The Chief Justice—The defendants ought not to be saddled with extra costs because the Chartered Bank would not find the money to run the plant.

Mr. Slade—It does not follow that Mr. Rennie would have taken the plant.

After further remarks the hearing was closed, and their Lordships reserved their decision.

SECOND MATE SENT TO PRISON.

ANNOYED LADY PASSENGERS.

At the Marine Court yesterday, before Lieut. Beakwith, Marine Magistrate—Charles Stancliffe, second mate of the British s.s. *Ashatuba*, was proceeded against by Captain Harding, of the same ship, for wilful disobedience.

Complainant stated that the *Ashatuba* belonged to the Anglo-American Oil Co. While the ship was at Yokohama on July 20th defendant went to Wright's Hotel hopelessly drunk and constituted himself a nuisance by going into bedrooms, and using filthy language. Next morning he was still drunk, and witness ordered him to go on board at once, but he took no notice. When complainant went on board at six o'clock he found Stancliffe away from his place of duty, but he turned to next morning, when witness cautioned him, but did not "leg" him, as it was his first offence. On reaching Shanghai witness went ashore, leaving Stancliffe in charge, but when he returned at night, accompanied by his wife and another lady, he found the second mate very drunk and using filthy language. About midnight complainant came on deck and discovered the second mate with his head down a skylight and flashing a hand-lamp on a lady who was sleeping below. When Stancliffe saw the master he ran forward. Witness closed the skylight and warned the chief officer that the second mate was drunk. At five o'clock next morning witness entered the saloon, where there was a lady very frightened, who complained of having been constantly annoyed during the night by the second officer. At seven o'clock witness sent the chief officer for the second mate, but he returned saying Stancliffe was too drunk. Complainant went to his room, got him out, and suspended him from duty. As he considered Stancliffe was a danger to the safe navigation of the ship he reported him to the Marine Magistrate at Hongkong.

Chief Officer D. Ertis stated that the defendant relieved him for night duty on August 11th at Shanghai. At 11 p.m. on that date witness saw the defendant, and considered him fit for duty. On August 12th, when he was sent to bring the second officer before the captain, he could not get him up. Witness was in the saloon when the log was read over to the second officer, and considered the latter was then stupidly drunk and unfit for duty.

A lady passenger from Shanghai to Hongkong testified to hearing the second officer using filthy language when she boarded the vessel. At about midnight on August 11th the second officer entered her cabin, and seeing her awake went to the saloon and put the lights out. Witness locked her door after he left and he tried to open it. Not being successful he went to the skylight and continued to flash a light on her all night. She was so frightened that she dressed and set up.

Other evidence was heard as to the condition of the defendant on the dates mentioned. Defendant denied that he was drunk on July 20th at Yokohama. He admitted being at Wright's Hotel on that night, but said he did not see the master until noon next day. He then asked complainant for money to go on board. He went on board about five p.m. and was on duty at six p.m., but as there was nothing to do he went to lie down. He denied all statements made by the lady passenger and the master as to his being a nuisance and annoying passengers. His Worship found the defendant guilty of the charges preferred against him, and stated that he considered the second officer's conduct a disgrace to the certificate he held under the Board of Trade. Defendant would therefore be sentenced to 42 days' imprisonment without hard labour.

ALLEGED CONSPIRACY.

Detective Sergeant Watt placed three well-dressed Chinese, two men and a woman, before Mr. J. R. Wood at the Magistracy yesterday on a charge of conspiring together to fraudulently obtain from one Chan Hon Chai, of 43, Cochrane Street, sums of \$180, \$5, \$1,500 and \$920. Mr. E. C. Barlow (of Messrs. Goldring, Barlow and Morrell) appeared for the prosecution, and Mr. C. E. H. Beavis (of Messrs. Wilkinson and Grist) represented the defendants. The case was adjourned until Wednesday next, and the defendants were allowed bail in the sum of \$5,000 each.

WANTED WORK AND FOOD.

Few Chinese are more outspoken than the native Inspector Collett placed before Mr. F. A. Hazelard at the Magistracy yesterday on a charge of stealing a pair of trousers from a house at Shaikwan. When asked to plead the defendant promptly admitted the charge, informing the Court that as he had no work to do and was hungry he took the pair of trousers with the intention of pawning them and buying rice. He appeared to be quite satisfied with the sentence passed on him by the Magistrate, three weeks' hard labour and six hours' stocks, and was heard to remark as he left the Court that he would now have work and food for a time.

INTIMATIONS

TENDERS FOR REVENUE FARMS.

TENDERS are invited for the Lease of Revenue Farms in the State of North Borneo from the 1st January, 1910, as set out hereunder.

REVENUE FARMS IN THE STATE OF NORTH BORNEO.

1. In making arrangements for the leasing of the Farms for the next Farm period of 1910, 1911 and 1912, the Government reserves to itself the right of vesting the Farms (as provided in the Proclamations concerning as named in Schedule A appended) in any person, by public or private sale as may be thought fit.

Subject to the above reservation it is hereby notified that tenders will be received at the Office of the Secretary to the Governor, Sandakan, up to 12 o'clock noon, on the 1st day of OCTOBER, 1909, for the purchase of the exclusive privileges of the Farms described below for a period of one, two or three years commencing on the 1st January, 1910.

2. Any person either for himself alone or for himself and others, may, either in person or by agent duly accredited in writing, on any day prior to the said noon of the 1st October next, submit to the said Secretary at Sandakan, any tender he may think fit for all or any of the Farms, provided such tender is in conformity with the terms of tendering hereinafter set out and fulfils all the conditions required of the Farmer.

All tenders so made will (except at the express wish of the tenders to the contrary) be received and treated by the Government as strictly confidential.

On receiving any such tender, Government reserves to itself the right of deciding whether it shall be considered or not.

If Government decides not to consider the tender, it will be returned to the tenderer under sealed cover.

All tenders accepted for consideration by Government will be, in the first instance, retained by Government for further consideration with the tenders handed in on 1st October, 1909, which will be opened at noon on that date, after which the successful tenderer will be selected.

3. The Farms, above referred to, are:—
BRITISH NORTH BORNEO—OPHIUM, SPIRIT, GAMBLING AND PANNORING, as follows:—

(a) In one concession for the whole State.
(b) In one concession for any of the following Districts of the State, the limits named including the interior territory watered by the rivers within the limits given respectively:—

(i) SANDAKAN DISTRICT—the Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the true left watershed of the Patlan River.

(ii) KUDAT DISTRICT—the Territory bounded on the one side by the true left watershed of the Patlan River and on the other by the true right watershed of the Patlan River.

(iii) WEST COAST DISTRICT—the Territory bounded on the one side by the true right watershed of the Pindasan River and on the other by the Northern Boundary of Province Clarke.

(iv) EAST COAST DISTRICT—the Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the Dutch Boundary on the South at Broekhoek point.

(v) PROVINCE CLARKE—being the Territory bounded between Batu-Batu and the Lawas Northern watershed.

4. The attention of those desirous of tendering is drawn to the following terms:—

(a) The tenderer must state in his tender the annual sum offered for the Farm rent for the three years 1910, 1911 and 1912; a different sum may be offered for the first, second and third years respectively. The tenderer must also clearly state the proportion of the amount of the Rent to be paid to each separate Farm.

(b) The Government does not bind itself to accept the highest or any tender, and reserves to itself the right of making any arrangements it may deem advisable as regards the letting of the Farms.

(c) Each tenderer should specify in full, in English, and in the vernacular language of the tenderer, the names, residences and occupations of the persons tendering, and similar information regarding any security any partner that the tenderer wishes to propose.

(d) The successful tenderer will be called upon to enter a contract under the provisions of the Proclamations named in Schedule A appended.

(e) Copies of the Forms of Contracts for the Farms may be seen on application at the Office of the said SECRETARY, at Sandakan, or of Messrs. GUTHRIE & Co., at Singapore, or of Messrs. GRIB, LIVINGSTON & Co., at Hongkong.

(f) The successful tenderer will be required to deposit with the Finance Commissioner, Sandakan, Security to the value of three months' Farm rent by means of a deposit of money to the amount of one month's Farm rent, and of title deeds to the amount of two months' Farm rent.

(g) The retail rates for Chandu fixed by Government for the Opium Farm for 1910, 1911 and 1912 are those specified below:—

Per tahil... \$ 2.40
" 500 packets... 00.30
" 500 packets... 00.15
" 500 packets... 00.12
" 500 packets... 00.09
" 500 packets... 00.06

(h) The Opium Farmer is responsible for seeing that Chandu is not sold by retail at the Opium Farm or at the Opium shops at prices higher than those fixed by Government and named above (g).

The Opium and Spirit Farmers may fix their own prices for supplying the Opium and Spirit Farm Shops wholesale with Chandu and Spirits.

(i) During the continuance of the Farm period, the Opium and Spirit Farmers will be entitled to the use of a Trade-mark (to be approved by Government) to be affixed to any Opium or Chandu prepared by them, and to any vessel containing Spirits for sale.

(j) As soon as the new Farmers have been appointed by the Governor, they will be required to submit in writing to the Secretary to the Governor a Schedule showing full particulars of the Title Deeds they propose to deposit with the Government as security for the said two months' Farm rent. If these are considered satisfactory, the new Farmers will be required to execute a mortgage of the property to the Government as provided for by law.

(k) The Farmer for the West Coast may be required to rent certain Farm buildings at Jesselton.

(l) The following Proclamations govern the conduct of the Farms in B. N. Borneo viz:—
SCHEDULE A.
The Opium Proclamation No. 16 of 1901 as amended by No. 7 of 1904.
The Liquors Proclamation No. 17 of 1901.
The Pannoring Proclamation No. 14 of 1902, as amended by No. 1 of 1903, and No. 3 of 1906.
The Gambling Proclamation No. 8 of 1891.
Hongkong, 3rd May, 1909. [696]

INSURANCE

NORTH BRITISH AND MERCHANTS' TIRE INSURANCE COMPANY.
WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO.
TOTAL FUNDS AT 31st DECEMBER, 1908 £19,121,310.

I. Authorized Capital... £25,000,000
Subscribed Capital... 3,275,000 0 0
Paid-up Capital... 1,212,500 0 0
II. Fire Funds... £2,247,753 7 10
The Underwritten, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 14th August, 1909. [908]

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IRON, STEEL, METAL AND HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandeliers. Nos. 35 & 37, KING YONG STREET, (2nd Street, west of Central Market) Telephone No. 515. [583]

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Cameras fitted with "ZEISS," "GOETZ," "ROSS" & "ALDIS" Lenses.

DEVELOPING AND PRINTING A SPECIALITY.
Hongkong, 24th April, 1909. [37]

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Hongkong, 31st July, 1907. [529]

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100 Splits... 15.50

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GRIMAULT'S
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Grimault's cigarettes render the respiration easier, cut short the paroxysms, and remove the feeling of tightness across the chest.

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SABANG, OF THE SHIPS.

SINGAPORE'S RIVAL IN THE FAR EAST.

Ten years ago the very name of Sabang was unknown. To-day it is familiar to the mariner as that of the formidable rival for coaling honours, Singapore.

On the extreme north-east point of the Dutch Sumatra Islands, and right in the very gateway of the Far East, Sabang lies tucked snugly away, protected from every wind, in a deep fjord among the tropical green-clad headlands of the Island of Weh, and right in the track of every vessel trading to the Far East. No wonder Sabang grows in importance every day.

An enterprising Dutch trading company conceived the bold idea, ten years back, of establishing a coal depot in Weh, to divert to itself some of the extremely profitable coal business of Singapore—and Singapore lies but two days' to the southward. A very heavy outlay was called for by the promoters of this speculative scheme, but it was promptly met.

Sabang itself formed an ideal harbour, entirely sheltered from all weathers, with an easy entrance, a mile or so in good anchorage, and a depth of eight to twenty-five fathoms. Moreover, the climate, very much like that of Colombo, was almost perfect. Fevers were rare, and epidemics unknown. And so Sabang was chosen for the plucky Dutch venture. To-day there are 1.4 million feet of water under the bay, with thirty feet of water under the low tide, and five huge electric transporters, or coal tips, each capable of coaling a vessel at the rate of eighty tons an hour, with a sixth machine and a coal shed sufficient for storing over 25,000 tons.

Only the best Welsh and Bengali coal is supplied, and the company is bound, by contract, to keep its stock up to a minimum of 10,000 tons. There is a floating dry dock, in which vessels of 3,000 tons can be docked; repairing shops, with a seven-ton steam hammer; a dredger, now nearly ready for service; and telegraphic communication with all parts of the world; while the further tempting bait is held out to the shipowner of free entry, anchorage, pilot-service, and warfage.

Sabang, moreover, will call you if you arrive at night, whereas Singapore will not, and she tops her many inducements to the sailor-man by selling him her coal at a figure considerably below that of her rival. Small wonder that the Sabang of to-day looms very large in the eyes of every skipper in the Eastern trade, no matter what his flag.

The settlement at present comprises some sixty whites, Dutch and genial, kindly fellows; a Malay population of eight or nine hundred; and a large number of contract-labour coolies. It is admirably administered by a Dutch controller and staff. Its roads, as good as any in England, are most tastefully laid out; its club, its factory, signal station, hospital, hotel, Post-office, Court-house, and police system are well up to all requirements; and its private bungalows, nesting among clumps of palm and pepper trees, are as invitingly cool, comfortable, and picturesque as any I have seen.

The Dutch and other mail steamers have recently raised this little gem of a settlement to the dignity of a port of call, and there is now a weekly mail service east and west. Order among a somewhat mixed lot of inhabitants is controlled by a company of Dutch infantry, and sternly maintained by the company's officers, who are quite prepared to lay on the leather whip or rattan if they are in the least in need of it.

Of disobedience or insubordination. The extraordinary enterprise of this Dutch trading company is far from exhausted. The wharf frontage is now being doubled in length; a considerable amount of land now covered by a coal depot, a large oil storage plant for vessels using oil fuel is being erected, and attention is being turned to the establishment of a cannery for the preserving and shipping of pine-apples and other produce of the island.

With there is another side to Sabang of more interest to the traveller than coal sheds and canneries, and that is the extraordinary beauty of the island itself. It is one of the loveliest spots I remember to have seen, and it has been my good fortune to see many. It is but nine miles by five, but however you take it, it stands out as a gem.

The approach to its harbour, Sabang, lies through waterways of the deepest blue, between walls of rolling green hills, graceful as the curves of a cat's back, and there a splash of blood-red foliage, the hillside, where some strange, crimson-leaved tree has caught a foothold among the luxuriant riot of green. The dense tropical growth runs right down into the clear blue of the bay, for there is no foreshore. Hill and valley as far as the eye can reach, little islets breaking the sapphire surface of the bay, each a gem in itself, then a sudden turn of the ship's head as she rounds one of those soft green hillsides, and the little settlement of Sabang opens out, a fairy town of quaint native houses and wide-roofed bungalows.

High up on a bluff and almost strangled by palm and tree stands the signal station. A white road winding up through the cocoa-nut palms and pepper trees, waves of rolling green beyond morning into eastern sky above and the blue water at your feet, and you have your first impression of Sabang. The picture reminds one of Scotland, the famous Lake scenery of a Canada, and a Norwegian fjord rolled into one. Look over the side of the ship and you will see twenty feet down in the ice-clear water, myriads of gorgeous-bird fish, and probably a shark cruising about with his faithful satellite the pilot fish a few feet in front of his nose. Ashore one wanders through tracks of palm and shrub, with glorious masses of purple, and scarlet, and yellow filling the eye at every turn. A stroll up to the top of the bluff and one finds the welcome sign, "Hotel," and after a long spell at sea the invitation it conveys is impossible to resist. I lunched in a long cool room with floor blinds to keep out the sun (it was 94 degrees in the shade), and had a dozen dainty barfooted Malays in greens and scarlets and blues to wait on me.

The Malay at home is a picturesque creature in his many-coloured "sarong" and his loose jacket, and the quaintness of the picture that Sabang offers is heightened by the huge-batted Chinaman drinking bright coloured baskets of fruits or cold drinks along the shore, by the old-world native carts drawn by hump-backed coolies, and by the little native children in all the colours of the rainbow, rolling about under the shade of a tall palm or making sand-piles (there is no mud in Sabang) in the middle of the road, for all the world like his small Christian brother at home. I had no opportunity of exploring further, but that panorama of glorious colour, those wooded sea-walls, the smiling blue bay, and the setting Eastern sun which, as we left, was throwing its rays of pink and purple and gold over all, will always be my recollection of Sabang.

Commercially, as the Dutch have proved to us, Great Britain lost a most valuable asset when she ceded Pulo (which means "the island of") Weh to Holland; its coal and ship-repairing business is already a highly paying concern, and it promises to command the coal trade of the western end of the Far East. From a residen-

THE BEST WAY TO FLY.

MONOPLANE OR BIPLANE?

[BY HUBERT LATHAM.]

When I started to study the problem of flight I had at the outset to choose the species of aeroplane I thought best, and I believe my choice has been justified. The few terms I spent at Oxford intensified my keeness for sport in all its forms, but it was not till I made a lucky balloon passage across the Channel that I began to realize the possibility of aerial navigation. In the spring of 1905 I was asked to drive a motor-boat at the Monte Carlo races. I gladly accepted. The boat, was of the fastest, and its motor, an Antoinette, was, so its designer told me, fit to propel a flying machine, and built for that purpose. And then and there M. Levasseur offered to build an aeroplane for me. Only my mother's firmly expressed authority prevented me from accepting, and I forgot my disappointment during two years' hunting and travelling in Africa and Asia.

But while I rejoiced at the progress made in the meantime in the difficult art of aeroplane building and driving, I could not forget that I had missed the first chance, and wondered whether I should again find so good an opportunity. Last February I spent a month at Pau, and there had a chance of watching Wright's wonderful machine in three or four of its flights. This decided me, and early in March last I began experiments at Chalais Camp, thinking flying would be the easiest thing in the world to learn. And so it is. But what mistakes we made in learning to drive! The machine itself has hardly been altered from the beginning; in fact, it could have done all it has done as easily in September, 1908, when it first came out, providing a pilot had been found. It might even have come out as early as 1903 or 1904, if only its inventor had found capital at the time.

THE FUTURE OF THE MONOPLANE.

Up to the present there is an unquestionable superiority in the Wright biplane, owing to the fact that it is designed to carry two persons. We hope to have a specially built machine in a short time in which the disadvantages of the monoplane will no longer exist. Comparisons are odious, but Mr. Wilbur Wright himself says that he believes in the future of the monoplane, whatever its present value may be. That it still leaves much room for improvement I have no doubt; in fact, M. Levasseur believes that to be thoroughly useful an aeroplane must possess at once much greater speed and much greater power than any type at the present day has shown itself capable of developing.

It seems as though the double-decker could not be brought up to the same limit in those two respects as the bird-shaped machine, provided the latter shows sufficient carrying power. Now, although the Chanute flyer, as perfected by the brothers Wright, has a carrying surface of sixty square metres, it does not seem to show more than a slight superiority in weight-lifting capacity over an Antoinette of thirty square metres or a Blériot of twenty-four, which lately lifted two passengers.

The great objection to the monoplane up to the present has been its lack of stability. Whatever may have been the grounds upon which such a theory was founded, most of the disconcerting proofs have been given that it does not surpass its rivals in the points of stability and safety. It is impossible, for instance, to relax one's hold on the levers in any type of biplane, whereas it is quite as easy to continue to fly on a monoplane, and one that can be controlled in quite a long space of time. I believe, in fact, that in calm weather I could fly almost indefinitely with but occasional movements of the steering-gear.

FIGHTING THE WIND.

The ability of a flyer to go out in a wind should also be considered. Great progress in this direction was made when a machine with less wind-resisting surface was brought out. It stands to reason that wind will have far less effect on the smaller surface, as indeed it has on a narrow-winged bird, like a snipe or a pigeon, than on a broad-winged buzzard or heron. Speed is the defence against wind; speed and a great reserve of power, so as to be able to remedy any involuntary defection from the straight course by an instant use of speed, and the strength of the containing element may be.

As to the convenience and ease of starting or landing, it will probably be demonstrated more fully in the course of time. It should be kept in mind that there are very few, if any, experienced drivers of monoplanes. M. Blériot probably has had a more protracted course of self-teaching than any other man, and his mastery of his machine is wonderful. If a few such as he were to drive machines of various types, comparison would be possible. For my own part I consider my instruction is yet very far from complete, and I have to learn more than I already know before I begin to do fair justice to my machine. Yet in calm weather I already find it possible to start from any clear space of sufficient width, and to land under the same conditions, with the possibility of starting again without any extraneous aid. This, of course, compels us to carry a certain amount of extra weight in wheels, chassis, etc., but much is gained by the greater convenience.

THE QUESTION OF SAFETY.

Safety is the main point in such experiments, and as many have accused me of imprudence I wish to insist upon the extraordinary safety of the Antoinette flying machine. It is impossible to imagine anything breaking in the air. The wings can carry enormous weight on any point without giving way, and they are strengthened by stout bracing. The rudders and the propeller are all calculated to resist an effort considerably greater than any they can possibly be called upon to withstand, and yet if anything gave way the balance of the machine would not materially change. I could at the worst glide without difficulty to the earth. If the balance were destroyed the machine would not acquire any considerable speed in its fall; certainly, in fact, unless directed purposely towards the ground, break its body or sustain more than easily repairable damage.

As for the driver, he is protected in any case. Though I have smashed my machine many a time, and expect to do so again before I gain complete mastery over it, I have never had the slightest bruise or scratch. Everything has to be broken to pieces before the man at the wheel suffers, and it is hard to conceive how such a complete wreck could take place.

One thing I thought best to guard against—spitters—for they run through cushions and skins like needles. I had a strong canvas suit made of the cloth employed for fencing jackets, and now consider the risks of an accident to myself as being reduced to a minimum. This goes far towards making a pilot. Perfect confidence in the machine and its qualities, a firm belief in the slightness of the risk, and a certain (and ever-increasing) control of the levers should lead one to any heights and over any country.—Daily Mail.

PREMIUM BONDS

WE are the largest Dealers in the world in these attractive securities.

WHAT ARE THESE BONDS?
They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from £40 to £40,000, or, at the very least, at their full nominal value.

EASY PAYMENTS.
We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Installments ranging from 15s. to £20.

Write for Handbook, sent post free.
MELVILLE, GLYN & Co., Bankers, 3, Rue de la Bourse, PARIS (France).

MARTIN'S APOLAR STEEL PILLS
A French Preparation for the Treatment of the Stomach and Bowels. It is the most powerful and at the same time the most innocuous remedy in the treatment of Stomach and Bowel Disorders. It does not cause eruptions on the skin or any other serious effects.

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS.

THORNE'S OLD VAT

OLD VAT

SCOTCH WHISKY.

SOLE AGENTS IN 1893
HONG KONG, CHINA & MANILLA.

A. S. WATSON & CO., LTD.

SOLE AGENTS FOR KISHIDAKE, MIYAO, AND KIGYO KOMATSU Co., Ltd.

HEAD OFFICE—MARUNOUCHI, TOKYO.

BRANCH OFFICES—NAGASAKI, MOJI, KAWASAKI, YOKOHAMA, KOBÉ, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI" Codes, AI, ABC 5th Ed., Western Union.

AGENCIES:—
YOKOHAMA: M. ARADA, Esq.
CHINKIANG: Messrs. GEARING & Co.
MANILLA: Messrs. MACDONALD & Co.
For Particulars apply to
H. OISHI, Manager,
No. 2, Pedder Street, Hongkong.
Hongkong, 9th January, 1909. [655]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.
FROM SHANGHAI, YOKOHAMA, KOBÉ AND MOJI.

THE Steamship
"GREGORY APCAAR,"
having arrived from Yokohama, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by **DAVID SASSON & Co., Ltd.,** Agents.
Hongkong, 16th August, 1909. [1066]

THE BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "AYMERIC."
FROM TACOMA, SEATTLE, YOKOHAMA, KOBÉ, MOJI AND MANILLA.

THE above Steamship having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.
DODWELL & Co., Ltd.,
Agents.
Hongkong, 13th August, 1909. [8]

NOTICES TO CONSIGNEES

FROM EUROPE.

THE H.A.L. Steamship
"SPEZIA,"
Captain Gierstman, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Underwriter.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 a.m. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 10 a.m. No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERICA LINE,
Hongkong Office.
Hongkong, 13th August, 1909. [1072]

NOTICE TO CONSIGNEES

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

THE P. & O. S. N. Co.'s Steamship
"PALMA,"
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours. Goods not cleared by the 22nd inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DEVANHA	About 19th Aug.	Freight and Passage.
LONDON VIA USUAL PORTS	CALEDONIA	21st Aug.	See Special Advertisement.
LONDON and ANTWERP	SYRIA	About 25th Aug.	Freight and Passage.
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MANZAR	CALEDONIA	21st Aug.	See Special Advertisement.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NILE	About 27th Aug.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 17th August, 1909.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHINHUA"	On 19th Aug., 4 P.M.
AMOI, SHANGHAI and CHINGKIANG	"CHANGCHOW"	On 19th Aug., 4 P.M.
CHEFOO and NEWCHWANG	"LUCHOW"	On 20th Aug., 4 P.M.
MANILA	"ZAMBOANGA"	On 20th Aug., 4 P.M.
THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"CHANGSHA"	On 20th Aug., 4 P.M.
SHANGHAI	"CHENAN"	On 22nd Aug., 4 P.M.
MANILA	"TAMING"	On 24th Aug., 3 P.M.
CEBU and ILOILO	"KAIFONG"	On 24th Aug., 4 P.M.
SHANGHAI	"ANHUI"	On 26th Aug., 4 P.M.
WEIHAIWEI and TIENSIN	"HUICHOW"	On 26th Aug., 4 P.M.
SHANGHAI	"LINAN"	On 29th Aug., 4 P.M.
MANILA	"TEAN"	On 31st Aug., 3 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI" "CHENAN", "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woonung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.
Telephone 36.

For Freight or Passage apply to—
HONGKONG, 19th August, 1909.

BUTTERFIELD & SWIRE,
AGENTS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
MANILA	"LOONGSANG"	Friday, 20th Aug., 4 P.M.
SHANGHAI	"CHOYSANG"	Saturday, 21st Aug., 4 P.M.
TIENSIN via WEIHAIWEI and CHEFOO	"CHEONGSHING"	Saturday, 21st Aug., 5 P.M.
SHANGHAI, YOKOHAMA, KOBE and MOJI	"FOOKSANG"	Tuesday, 24th Aug., Noon.
POOHOW	"YATSHING"	Wednesday, 25th Aug., 3 P.M.
MANILA	"YUENSANG"	Friday, 27th Aug., 4 P.M.
SINGAPORE, PENANG and CALCUTTA	"KUTSANG"	Tuesday, 31st Aug., 3 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KOWSANG" and "NAMSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe. A fully qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang Telephone No. 61.
For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
HONGKONG, 19th August, 1909.

GENERAL MANAGERS.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, HONGKONG & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE, COPENHAGEN	"YEDDO"	Middle of August.
GEN. GOTHENBURG and BALTIC PORTS	"CATHAY"	End of August.
SHANGHAI, YOKOHAMA and KOBE	"CATHAY"	End of August.
MARSEILLES, HAVRE, COPENHAGEN and BALTIC PORTS	"CATHAY"	End of September.

For Further Particulars apply to
HONGKONG, 5th August, 1909.

MELCHERS & CO.,
AGENTS.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS FOR LEAVING:
"HAIYANG" Capt. A. B. Hodgins { SWATOW, AMOI and FOCHOW } FRIDAY, 20th Aug., at 2 P.M.
"HAIMUN" Capt. Evans { SWATOW } SUNDAY, 22nd Aug., at Noon.

A REDUCTION OF 20 PER CENT. ON FIRST CLASS FARES TO FOCHOW WILL BE MADE DURING THE MONTHS OF AUGUST AND SEPTEMBER.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—
DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 19th August, 1909.

[1579]

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE and YOKOHAMA:	
S.S. C. FEED. LAEISZ	19th Aug.
S.S. AMBRIA	30th Aug.
S.S. NICOMEDIA	12th Sept.
S.S. LIBERIA	15th Sept.

Further Particulars, apply to—

HONGKONG, 15th August, 1909.

HOMEWARD.

FOR HAVRE, BREMEN & HAMBURG:	
S.S. ANDALUSIA	1st Sept.
FOR MARSEILLES, HAVRE & HAMBURG:	
S.S. SAXONIA	2nd Sept.
FOR HAVRE & HAMBURG:	
S.S. SPEZIA	14th Sept.
FOR ANTWERP, ROTTERDAM & HAMBURG:	
S.S. ARABIA	About mid. of Sept.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU and SALINA CRUZ (Mexico).

S.S. AMERICA MARU	6000 tons gross	Sail Aug. 30th, at Noon.
S.S. HONGKONG MARU	6000 "	Oct. 26th, at Noon.
S.S. MANSHU MARU	5000 "	Dec. 10th, at Noon.

For particulars apply to

K. MATSUDA, Manager.
TOYO KISEN KAISHA, York Building.
Hongkong, 29th June, 1909.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATE.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	TAMBA MARU, Capt. C. H. Butler.	6,500	WEDNESDAY, 1st Sept., at Daylight.
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	INABA MARU, Capt. R. Takoda.	6,500	WEDNESDAY, 15th Sept., at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SHINANO MARU, Capt. K. Kawara.	7,090	TUESDAY, 14th Sept., at 4 P.M.
KOBE and YOKOHAMA	*TANGO MARU, Capt. S. Ishikawa.	8,000	TUESDAY, 28th Sept., at 4 P.M.
BOMBAY via SINGAPORE, COLOMBO and PORT SAID	NIKKO MARU, Capt. M. Yagi.	5,000	FRIDAY, 3rd Sept., at Noon.
SHANGHAI, MOJI and KOBE	KUMANO MARU, Capt. M. Winkler.	6,000	FRIDAY, 1st Oct., at Noon.
KOBE and YOKOHAMA	KANAGAWA MARU, Capt. J. Nagao.	6,500	FRIDAY, 20th Aug., at 5 P.M.
BOMBAY via SINGAPORE, COLOMBO and PORT SAID	BOMBAY MARU, Capt. W. A. Evans.	5,000	FRIDAY, 20th August, at Noon.
SHANGHAI, MOJI and KOBE	TAKASAKI MARU, Capt. A. Hoeker.	5,000	TUESDAY, 24th August, at Noon.
KOBE and YOKOHAMA	MIYASAKI MARU, Capt. T. Murai.	9,000	FRIDAY, 27th Aug., at Noon.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU, Capt. M. Winkler.	6,000	WEDNESDAY, 1st Sept., at Noon.

* Fitted with New System of Wireless Telegraphy.

† Cargo only.

‡ Omitting Keelung.

EXTRA PASSENGER SERVICE NEW STEAMERS— EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON and ANTWERP via SINGAPORE, COLOMBO, SUEZ and PORT SAID.

THE Co.'s NEWLY BUILT 9,000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

MISHIMA MARU	(Capt. A. E. MOSES)	On Sat. 28th Aug.
ATSUTA MARU	(Capt. Wm. THOMPSON)	About Wed. 22nd Sept.
MYASAKI MARU	(Capt. T. MURAI)	About Wed. 20th Oct.
KITANO MARU	(Capt. F. E. COPE)	About Wed. 17th Nov.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

CHEAPEST ROUND TRIPS BETWEEN HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909.
SPECIAL EXCURSION (1st & 2nd CLASS) AVAILABLE FOR 4 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd CLASS	\$80	\$70	\$60	\$50

Option of rail between Calling Ports in Japan.

For further particulars apply to

Hongkong, 4th August, 1909.

T. KUSUMOTO,
MANAGER.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 21st Aug., 5 P.M.
ZAFIRO	2540	E. Rodger	Manila	On 23rd Aug., Noon.

For Freight or Passage apply to

Hongkong, 18th August, 1909.

SHEWAN, TOMES & Co.,
General Managers.

[14]

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.
TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

Head Office for the Far East—

16, DES VOGES ROAD,
HONGKONG.

Japan Office.

14, WATER STREET
YOKOHAMA.

759]

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

S.S. "MACEDONIA."

(10,500 TONS.)

CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 19th, 1910, STATING AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT—

MARSEILLES - - - - - APRIL 16TH.
LONDON - - - - - APRIL 23RD.

FARES TO LONDON—

1st SALOON £71.10 SINGLE; £106.14 RETURN.
2nd " £48.8 " £72.12 "

For Further Particulars, apply to

E. A. HEWETT,
SUPERINTENDENT.

[1075]

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO EASTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (1 day later)
ARCADIA 7000	February 5	MANTUA 11000	March 5	March 11
ASSAYE 7000	February 12	CHINA 8000	March 12	March 18
DELTA 8000	March 5	MALWA 11000	April 2	April 8
MACEDONIA 10500	March 19	(Through Steamer calling at Bombay)	April 16	April 22
DEVANHA 8000	April 2	MONGOLIA 10500	April 30	May 6
ASSAYE 8000	April 16	MARMORA 10500	May 14	May 20
DELTA 7500	April 30	MOREA 11000	May 28	June 3
DELHI 8000	May 14	MOOLTAN 10000	June 12	June 18

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):

1st SALOON £71.10 SINGLE; £106.14 RETURN.

2nd " £48.8 " £72.12

In addition to the above Mail Steamers the following:—

INTERMEDIATE (Non-Transit) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
* SYRIA	January about 26	March about 12
* SUMATRA	February 9	March 26
* YANZHA	February 23	April 9
* SUNDA	March 23	May 7
* MALTA	April 20	June 4
* SARDINIA	May 4	June 18
* NORE	May 18	July 2

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON (Including Surtax):

1st SALOON £55.0 SINGLE; £82.10 RETURN.

2nd " £38.10 " £57.4

* Carry 1st and 2nd Saloon Passengers.

For Further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES
TACOMA VIA KEELUNG	"SEATTLE MARU"	4500	SATURDAY, 28th
SHANGHAI, MOJI	Capt. T. Saito.	6,178	Aug., at Noon.
KOBE, SHIMIZU and	"TACOMA MARU"	6,178	SATURDAY, 25th
YOKOHAMA	Capt. H. Yamamoto.	6,178	Sept., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

Taking Cargo on through Bills of Lading to all Yangtze-River and North China Ports, by the steamers to Shanghai.

FOR SHANGHAI VIA SWATOW, "CHOSHUN MARU" THURSDAY, 19th Aug., at 10 A.M.
AMOY & FOCHOW, Capt. T. SURUGA, at 10 A.M.
TAMSU via SWATOW, "DAIJIN MARU" SUNDAY, 22nd Aug., at 10 A.M.
& AMOI, Capt. Y. KUBURAKI, at 10 A.M.

A Special Reduction of 20 per cent. on 1st and 2nd Class Fares to Fochow will be made during the months of August and September.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

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T. ARIMA,

MANAGER.

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✉ Mails from EUROPE VIA SIBERIA:—

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